

A petition was presented the other day to the Acting Captain Superintendent of Police, by the Central Station staff of telegraph clerks, in which the petitioners asked for an increase of pay to the extent of \$5 per month, on account of extra duty. Like previous petitions of a similar character which have emanated from the telegraph members of the Police Force of late, the document has been written in vain. Its only effect seems to have been to excite the amazement and indignation of the gallant General who, as head of the Force, has been for some time playing the part of the round man in the square hole, and to procure the removal of the petitioners from the Central Station. The facts set forth in the petition were, briefly, that for the salary of \$45 per month the telegraphists at the Police Headquarters are doing two hours more duty every day than they were engaged to do (eight hours instead of six), while at out-stations, where the work is much lighter and the daily period of duty is six hours, telegraph operators are allowed four dollars a month as an addition to the princely sum above mentioned. These facts, one would think, ought to have commanded some attention from the head of the force, but they apparently failed to do so. The petition was supported by the Inspectors of the Charge Room staff, and these officers were severely rebuffed for expressing their sympathy with the petitioners and aiding in what almost amounted to a strike. We believe that to any impartial person the petition would command itself as a very reasonable one, and if General Gordon did not look at the police force as a military body he might be able to see the petition in that light too.

Among the measures which will likely be brought before the Legislative Council shortly after its reassembly will be a bill for the amendment of the Public Health Act. The Act has been a puzzle to all who have had to interpret its clauses, most of which are so loosely constructed and so ambiguous that they may be made to mean almost anything. Perhaps the most ambiguous of all were those defining the functions of the Sanitary Board. At any rate, the Board was not long in discovering that the powers given to it were more nominal than real. Now, all this is to be altered, and the functions of the Board are to be clearly defined. There were two alternatives before the Government, either to give the Board full control of both private and public drains, or to vest the control of both in the Surveyor General's Department, leaving the Sanitary Board full power to prosecute officials or residents whenever public or private drains became a nuisance. The first scheme would be a big step towards a Municipal Council, for if the Board had full control of public drains a considerable part of the work of the Surveyor General's Department would come under its jurisdiction. There would only remain the taking over of roads and bridges to enable it to blossom into a full Council. His Excellency does not see his way to go so far, and he is, we believe, disposed to favour the second alternative. In that event, the Surveyor General would retire from the Sanitary Board, into which one or two more elected members would be introduced. The supervision of the health of the port will likely be entrusted to it, and perhaps the Health Officer may have a seat on the Board. Although it seems to be short of some of its functions, we have no doubt that the Sanitary Board, thus popularised, and with clearly defined functions, will do more good than it can do under its present ill-defined constitution. It will be more independent, and it will no longer have as one of its chief officers the member of another department, who, finding it impossible to loyally serve two masters, was obliged to love the one and hate the other—the 'other' being the Board. The new arrangement may have a tendency to put back the time when the Colony will be entrusted with the management of its own municipal affairs. Had the other alternative been adopted, or even had the Board continued as at present constituted, an agitation for increased municipal rights would have had more chance of success. However, with a large admixture of the popular element, the new Board will provide a training to citizens for public work, which is lacking at present. There is not very much public spirit in the Colony, and it is doubtful whether, if we were granted municipal rights at present, we would be able to make very good use of them.

Tat Fookoh Edo of 12th inst. says:—The following is the Tat Fookoh since our issue of 28th ultimo, as per consignments returns:—

For London	1,146 7/8 lbs.
S.S. <i>Latona</i>	1,250 2/4
For Continent of Europe	21 000
S.S. <i>Latona</i>	51,561
For Continent of America	8,875
S.S. <i>Latona</i>	3,280 lbs.
For Singapore, for Western Australia	179,049
S.S. <i>Latona</i>	23,515
For United States	
S.S. <i>Latona</i>	

Tat Siam Gazette says:—Mr. Dinnip of Singapore who has been staying here for some weeks, has obtained a valuable mining concession from the Rajah of Patani and is objecting to Bangkok to obtain the consent of the Siam Government to the concession in which, we are glad to say, he has been successful.

Essex Railway Station, on 10th inst. says:—An order for the whole of the material for the construction of certain rivers of Northern Russia, which are frozen during six or seven months of the year, has been secured by a Belgian firm—*Electrician*.

Tat Siam Gazette of the 10th inst. says:—On the night of Monday or Tuesday last a fire took place in the Oriental Hotel by which the bar and the floor underneath were considerably damaged, and the building otherwise injured. The premises were tenanted by a company for which the Borneo Company Ltd. are Agents, and we hear that a claim has been made for \$2,000.

Tat Fookoh Edo says:—The trouble among the Tamans is increasing as the season draws to a close. We hear this week five of these ruined men taking refuge in the Kuan Shan monastery, with the intention of spending the remainder of their lives there in preference to returning to the country to meet their creditors. These men are reported to have possessed considerable property in houses and paddy fields at the commencement of this season, as well as many thousands of dollars, but all, and more than all, has been lost in the disastrous times they have lately passed through. Another sad case is reported of a Yungking man, paring with his last chop of tea at the 15, which had cost him 100; he committed suicide the same night by swallowing opium. We also hear of a teamster who has disappeared altogether, leaving the last of his team uncollected in the hands of the Hong men, fearing to face the end. We have made mention, before, of the numerous difficulties of some of the Hong men, and there is now no doubt that several must break. Such a disastrous end to a tea season was never known since the trade was established.

GERMANS AND ENGLISH IN BUSINESS.—An English Merchant writes to the Times, in which he remarks upon the alleged superiority of Germans over Englishmen in commerce. He observes that India and the Colonies are to England what Germany is to Germany, and the real test, he thinks, lies in the comparison of the Englishman and the German side by side in a country to which they have both emigrated. "If I were establishing a business abroad to-morrow I would take a certain number of Germans for inferior positions and a smaller number of Englishmen for superior ones. The German can live on much less, he does not go in for society, does not require apparatus for cricket or tennis, and so can give more hours' steady work. He attends more closely to method and detail; he is far more correct and painstaking in calculations; he is in every way a far more serviceable machine. But there his good qualities (generally speaking) stop. Of course there are exceptions; but, as a general rule, he is wanting in pliability of mind, incapable of taking a large general view, addicted to much red tape, and horribly afraid of taking responsibility. His more volatile and (as a subordinate) less dependable English brother is capable of bigger things, and when he has advanced to the higher ranks develops a readiness and self-confidence which make him then superior to the German as he was formerly inferior. But there is another question closely allied with it. Is it a fact that the Germans, as merchants, are taking the trade in India and the colonies from Englishmen? The answer is 'Yes' as regards imports from these places. 'No' as regards exports from them. And the reason is to be found in the very qualities which mark the difference between British and German as clerks. To do a large export trade from India, requires first, considerable capital credit, and next judgment in the giving of credit and generally considerable skill and powers of organisation. These are conditions in which the Englishman generally surpasses the German, and here our real competitor is the French. The Englishman is likely to be able to all goods to the natives requires infinite perseverance, industry, and willingness to take trouble about minutiae, and here the German excels. Such goods are sold almost entirely by retail, and in this department, the corresponding position of the Englishman who is not deterred by social influences from selling retail emigrate more largely to our colonies, and they will prove adequate competitors to the Germans, now almost alone in the field."

THE REGISTRATION OF PARTNERSHIP AND BANKRUPTCY.

"The question of the inadequacy of our bankruptcy laws and the desirability of passing a law for the registration of partners has, at various intervals during the last thirty years, been forced on the attention of those interested in the commercial prosperity of Hongkong. It is one of those subjects which make one acutely feel the great difference that exists between the customs and character of the people who constitute the bulk of the population and the small minority who may be said to form the governing class. So different are the systems of trading of Europeans and Chinese, that after fifty years' experience, we know next to nothing of the intricacies of the ways of business, and our judges are forced to yearly lament on the bench that a member of a firm should at one time appear as Tom Ache and at another as Lam Ache, or some other alias, and that his cousins, aunts, and sisters and nephews should be mixed up in the business according to an arrangement that seems to us inextricably involved. The difficulty of rightly comprehending the scheme of native commerce has made our legislators very chary of passing special laws for its guidance. They have preferred to adopt a *laissez faire* policy, allowing the evils to work out the natural punishment and remedy. Did not special laws for the regulation of commercial affairs exist in the Colony, this might not be an unwise course for there would doubtless arise vigilance committees who would see to it that delinquent men had not unlimited opportunity of ruining their neighbours' trades. But we have special laws, adapted for European communities, and they afford protection to the black sheep, enabling them freely to practise fraud with little chance of punishment. Bench and bar have acknow-

ledged during the last twenty years that our bankruptcy laws are totally unsuited for the Chinese, as are all adapted to them as they would have been in the England of the 14th or 15th century. But it is one thing to see that a law is producing bad results and another thing to amend it so as to meet all exigencies. In fact the difficulties of the latter course are so great in this instance that a learned judge recommended the suspension of the Bankruptcy Ordinance altogether, and the Government have at once complied with the suggestion and finally shelved it when the demand for reform became less loud. That it will be possible to indefinitely continue this shirking policy we very much doubt. As business increases the opportunities for fraud afforded by our lenient laws will increase, and whenever a depression of trade occurs, disastrous consequences will be felt. We think therefore that the Government ought to seriously tackle the subject. We do not recommend a new commission, as our experience of commissions—Land, Revenue and others—in this Colony has convinced us that their inevitable result is the shelving of the subject; they simply enable the Government to temporarily shift the responsibility of their shoulders, and to do nothing without losing much 'face.' But the advice of barristers and solicitors who have had long experience in the Colony might be obtained, and much valuable information would, we think, be got from Singapore, where a heroic attempt to deal with the subject was made a year or two ago. Even if the Government do nothing else than refer back to the suggestions and recommendations that were made in former years, when this question approached the burning stage, they would find many valuable hints to guide them in arriving at a solution. Among the contributions that were made to the subject in the year 1882 were a series of articles in the *China Mail* from the pen of an able local writer, well versed in Chinese affairs. The position of matters has so little changed since then that we cannot do better than reproduce one or two of these articles, which, if they serve no other purpose, will give our readers some ideas of the principles on which Chinese business is conducted—a subject very little known. We begin with the third article in the series, which treats of

PARTNERSHIP IN CHINA.—Partnership is a form of commerce known to the Chinese from time immemorial. Owing to the general subdivision of property there are few great capitalists in China. As the rights connected with property are comparatively vague and ill-defined, it is but natural that what floating capital there is does not run much in the direction of investments in land or by means of landed securities. Larger portions of such capital are invested in Government funds, and the remainder is kept in the hands of private individuals, who are comparatively vague and ill-defined in their collection of revenue on behalf of local authorities, in partnerships which lend money on pledges at a rate of interest fixed by Government, and in the various branches of trade and industry. The Chinese are not very fond of advertising and registration, and finally to fix a date at which the 'Company' would be at liberty to discontinue adding the words 'and reduced' to its name. The petition was filed on 27th July, 1889, and was supported by the affidavit of Mr. J. J. Keewick as chairman of the Court.

His Lordship asked if there was any objection to his order. Mr. Robinson said there was not. With regard to the date at which the Company may discontinue adding 'and reduced' to its name, Mr. Robinson suggested that a month, from the date of the order, might be fixed. His Lordship agreed, and granted the application.

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THE TELEGRAPH CONVENTION.—Commenting on the announcement that the Telegraph Convention, by which the 82 nations to Europe is perpetuated, had been signed by Li Hung-chang and M. Comany (the Russian Minister), the *N.C. Daily News* says:—

The former, it is stated, has signed 'under the full authority of the Tsung-li Yamén, which we believe to be true, but it is not to be concluded that this is equivalent to the imperial ratification. M. Comany appears in a new rôle, for it is a new thing for the minister of a great Power to come out publicly as the agent of two public companies, neither of them ostensibly connected with the country he represents; yet the *China Times* tells us that M. Comany has signed the Convention as 'representing the interests not only of the Imperial Russian Government, but also of the two cable companies.' We are not sorry for Sir John Walsham, who has been the champion of the Eastern Extension Telegraph Company in this business on his Russian colleague's shoulders. Whether this is a very dignified proceeding we do not feel called upon to decide.

If the Convention is ratified at Peking, the merchants in China and at home, who are the largest users of the wires, and who therefore will suffer from it most, are mainly responsible. The Russian Embassy has done its best to avert the ratification, but it has been backed up by the independent press, it has not been supported as it should have been by the public and the Chambers of Commerce. The Marquis Tsing has fought against it strenuously for two years, but he has now washed his hands of the whole matter, and this more fact has alarmed the merchants, and made the Cabinet doubt whether there is not something in the background that they have not fathomed. Sheng Tsoai, whose reasons for urging the acceptance of the Convention would be inconvenient to inquire into too closely, has been up to Peking using various weighty arguments, and he, with the aid of the rest of *Li's* entourage, has succeeded in persuading the Viceroy, who, there is too much reason to fear, is not a very sound reasoner, to sign the Convention. If the Viceroy had been what he was ten years ago, we cannot imagine his allowing a great independent power like China to ask the leave of two cable companies to construct a telegraph line across its own territory, for the Chinese administration to connect with the Russian main line at Kiasia, a concession which it is believed the cable companies would not have granted. It is understood, however, that the Convention has been accepted, and that the Russian line will be extended to Peking, and that the Chinese administration will be allowed to change 5 francs a word to 3 francs for the rest of the way, and returning something like a franc and a half to China.

The scheme for the extension of the cable across the Gobi Desert, which is the subject of the Convention, will be interesting to note how many messages for Europe and America are entrusted to the Chinese administration, when the tariff is the same as by the two European companies. We understand that the cable companies deny that there is any other payment made to China; we have no reason to doubt, however, the correctness of our information that Sheng Tsoai's lines are to receive a subsidy of one hundred thousand dollars or less a year, and it is significant that the native press published in Peking, the *Shih Pao*, in its issue of the 17th ultimo, just at the time when Mr. Comany and Sheng Tsoai were meeting at Peking, had a paragraph lamenting that China had lost three years' subsidy at the rate of dollars one hundred and fifty thousand a year, by not accepting the Convention when it was first proposed.

(To be continued.)

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IN ORIGINAL JURISDICTION.

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THE WHARF AND GODOWN CO.'S REDUCTION OF CAPITAL.

Mr. Robinson, instructed by Messrs Wotton and Deacon, said he appeared for the petitioners, the Hongkong and Kowloon Wharf and Godown Company, Limited, and had to ask the Court for an order to confirm the Company's resolution for the reduction of their capital and to approve of a minute stating that the capital is reduced. He had also to ask for directions as to the new capital to be advertised and registration, and finally to fix a date at which the 'Company' would be at liberty to discontinue adding the words 'and reduced' to its name. The petition was filed on 27th July, 1889, and was supported by the affidavit of Mr. J. J. Keewick as chairman of the Court.

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heard to declare that his only fear was that he should awake and find his good fortune a dream. During the past year, as two 'English houses' had to leave him. One of them was comparatively a new firm; the other a very old and much-respected house. To a person unacquainted with the mysteries of the Foochow tea trade, it seems more than surprising that when the crop is large the tea quality is obtained at lower prices. The heavy duties, both 'likin' and export, are partly the cause, but the real reason is, because the 'foreign' buyer does not come into contact with the grower of the tea. The middleman is the great man of the Foochow tea trade, and his business is to obtain the leaf at the lowest possible price, and then to complete the manufacture of the tea, and to sell it to the foreign buyer at the highest rates. His information about the markets of the world is the best possible. His purchase in the country is made to suit the requirements of the Foochow market. In a word, he grounds down the unfortunate grower to starvation prices, and makes the foreign buyer labour for him for—last year—less than the market price. His purchase in the country is made to suit the requirements of the Foochow market. In a word, he grounds down the unfortunate grower to starvation prices, and makes the foreign buyer labour for him for—last year—less than the market price. His purchase in the country is made to suit the requirements of the Foochow market. In a word, he grounds down the unfortunate grower to starvation prices, and makes the foreign buyer labour for him for—last year—less than the market price.

It is feared that the rivalry is too severe, and the jealousy of one foreign house towards another too great for anything wise ever to be effected. It is painfully amusing to hear the native tea men telling a gullible foreign buyer that the crop this year is short. The cause of the shortage of the crop is well known to those better informed of the movements in the country. Not the unfavorable season, but the middleman himself is the quantity only which is sufficient to keep the Foochow market marginally supplied. The rest is left in the tea gardens, either to fall withered from the trees or to rot in the store-room of the over-accumulating grower. It is year after year the same story. The middleman is the cause of the shortage of the crop is well known to those better informed of the movements in the country. Not the unfavorable season, but the middleman himself is the quantity only which is sufficient to keep the Foochow market marginally supplied. 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Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its eighteenth volume. The Review discusses those topics which are of importance to the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now carries papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the Chinese Society, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Brechenbach, and others. Professor Legge, and Messrs. Haffour, Waters, Stott, Phillips, MacIntyre, Groot, Janssens, Faber, Kopsch, Parker, Playfair, Gilis, Pilon, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, "Manager, China Mail Office."

OPINIONS OF THE PRESS.

"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).

"The China Review" has an excellent table of contents. It is a valuable addition to the literature of the Far East, and the present issue will hold favourably for its advancement.

"The Review contains several articles of interest and value."—*Northern Christian Advocate* (U.S.).

"The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorological notes and an interesting and valuable contribution by Dr. Kopsch, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting."—*Northern Christian Advocate* (U.S.).

"A substantial and reliable Review which all students of China and the Chinese would do well to patronize."—*Chrysanthemum*.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. H. H. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's 'Short Journeys in Szechuan' are continuing, and a goodly instalment of these travels is the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaths in Western Borneo and Java' might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press*.

The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Chinese Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs, etc., and the missionary body, among whom a high degree of Chinese scholarship is now anxiously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bower, is not only historically valuable, but is also distinguished by the literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of interest, and that the Review, which was displayed during the lifetime of its predecessor in the field, will that the China Review may receive the support necessary to insure its continuance.

Our Jobbing Department has just been replenished with a large assortment of the latest European and American NOVELTIES, and we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Leaving.
Bremon & Port of Call	Neckar (s)	Norddeutscher Lloyd	Oct. 27, at 10 a.m.
London	Ningchow (s)	Amhold, Karberg & Co.	Oct. 18, at noon.
London & Port of Call	Bombay (s)	P. & O. S. N. Co.	Oct. 18, daylight.
London, v. Suez Canal	Palamed (s)	Batfield & Swire	October 20.
London, v. Suez Canal	Amoy (s)	P. & O. S. N. Co.	Oct. 23, at noon.
London & Port of Call	Peshawar (s)	Messageries Maritimes	Oct. 23, at noon.
Marcellus, v. Saigon	Natal (s)	Russell & Co.	Oct. 23, at noon.
New York	Robert S. Howard	Russell & Co.	Oct. 18, at noon.
Ningpo and Shanghai	Yangtze (s)	Siemens & Co.	Oct. 18, at noon.
S. Francisco, v. Japan	Campan (s)	U. & O. S. N. Co.	Oct. 19, daylight.
S. Francisco, v. Japan	City of Rio de Janeiro (s)	Russell & Co.	Oct. 20, at 1 p.m.
San Francisco	Harvest Queen	Russell & Co.	Oct. 23, at noon.
Shanghai	Ningpo (s)	Siemens & Co.	Oct. 19, at 4 p.m.
Shanghai, via Amoy	Stentor (s)	Batfield & Swire	October 21.
Singapore, Penang & Ota	Arratoon Apar (s)	D. Basson, Sons & Co.	Oct. 21, at noon.
Strait and Bombay	Krita (s)	P. & O. S. N. Co.	Oct. 19, at noon.
Swatow, Amoy & F. Chow	Estimote (s)	Deugla Lepark & Co.	Oct. 18, daylight.
Swatow and Bangkok	Mongkut (s)	Yuen Fat Hong	Oct. 21, daylight.
Vancouver (B.C.)	Blatavia (s)	Adams, Bell & Co.	Oct. 24, at noon.
Yama, v. N. K. & Kobe	Anacona (s)	P. & O. S. N. Co.	Oct. 25, daylight.

Mails.

STRAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, ANCONA, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship TESHAWTE, Captain L. H. MOORE, with the Mail, will be despatched from this office for LONDON, via BOMBAY and SUEZ CANAL, on WEDNESDAY, the 23rd October, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing. Passengers and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transshipment arriving one week earlier than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

P. & O. S. N. Co.'s Office, Hongkong, October 12, 1889. 1058

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUER, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 27th day of October, 1889, at 10 a.m., the Company's Steamship NECKAR, Captain SURVEYOR, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 4 p.m., Specie and Passengers until 10 a.m. on the 26th October. (Passengers are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, September 30, 1889. 1886

Intimations.

WASHINGTON BOOKS. (In English and Chinese.)

WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would be materially aided by the SENATE of the COLLEGE by forwarding to the ALUMNI MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Students' Reading Room and Library.

Address to JAMES GANTLEY, Hon. Sec. to the College, Hongkong, August 7, 1888. 1317

NO W. R. E. A. D. Y.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANGE, CHARTWELL & Co.,—Price, 75 cents.

CHINA MAIL OFFICE.

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, WILLIAMSON, Commanded, will be despatched for VANCOUVER, B.O., and KOREA, and YOKOHAMA, on THURSDAY, the 24th October, at Noon.

To be followed by the S.S. ABYSSINIA, on the 7th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria (Max.) \$210.00. To all common points in Can. 275.00. To the United States 320.00. To Liverpool 325.00. To London 325.00.

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. L. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 23rd October.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, October 11, 1889. 1956

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship OTT OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 28th Instant, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transshipment to Yokohama, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco 225.00. To San Francisco and return, 353.75. To Liverpool 325.00. To London 325.00.

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Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific Railways, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Soledad Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 54, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, October 12, 1889. 1962

NO W. R. E. A. D. Y.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the Office of THE PAPER, Messrs. LANGE, CHARTWELL & Co.'s, Messrs. KELLY & WALSH, and Mr. W. B. BROWNE.

Price, 50 Cents.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 29, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour m.

Shipping or midway between each shore are marked s., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. & O. Co.'s Office.
 5. From P. & O. Co.'s Office to Poddar's Wharf.
 6. From Poddar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kowloon Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Activa	3	Wulf	Ger.	str.	360	Oct. 17	Wiel & Co.
Apuranga	4	Hohmann	Ger.	str.	1340	Oct. 16	Geo. R. Stevens & Co.
Arcton	4	Offert	Ger.	str.	1392	Oct. 16	David Sassoon, Sons & Co.
Batavia	5	Williamson	Brit.	str.	1661	Sept. 16	Adamson, Bell & Co.
Batavia	5	Williamson	Brit.	str.	1661	Sept. 16	Adamson, Bell & Co.
Bombay	5	Williamson	Brit.	str.	1661	Sept. 16	Adamson, Bell & Co.
Canton	3	Peters	Brit.	str.	1111	Oct. 16	Jardine, Matheson & Co.
Cheong Chow	4	Webb	Brit.	str.	1213	Oct. 17	Chinese.
Chow	4	Webb	Brit.	str.	1057	Oct. 17	Kuen Fat Hong
Chow	4	Webb	Brit.	str.	1057	Oct. 17	Kuen Fat Hong
Fushan	3	Croft	Chi.	str.	1182	Oct. 17	O. M. S. N. Co.
Raitan	3	Haughton	Brit.	str.	1104	Oct. 17	Douglas Steamship Co.
Helene Rickmers	8	Hess	Ger.	str.	2008	Oct. 16	Melchers & Co.
Khiva	2	Crew	Brit.	str.	1452	Oct. 16	P. & O. S. N. Co.
Mingkut	3	Frontier	Brit.	str.	899	Oct. 16	Kuen Fat Hong
Nankai Lo Hing	5	Jaflay	Chi.	str.	1182	Oct. 16	Arnhold, Karberg & Co.
Ningchow	5	Durand	Brit.	str.	1730	Oct. 16	Arnhold, Karberg & Co.
Niebo	5	Fraff	Ger.	str.	1666	Oct. 16	Siemens & Co.
Oceanic	5	Kempson	Brit.	str.	3808	Oct. 16	O. & O. S. N. Co.
Palamed	5	Jackson	Brit.	str.	1439	Oct. 17	Butterfield & Swire
Pha Quoc	3	Vallin	Chi.	tug.	151	Sept. 28	Chinese.
Pint Fish	4	Sopran	Brit.	tug.	161	Sept. 16	H. K. & W. Dock Co.
Rivendale	5	Mooney	Brit.	str.	1315	Oct. 16	Adamson, Bell & Co.
Score Nordisk	5	Suzman	Dan.	str.	890	Oct. 14	G. N. Tel. Co.
Tachow	2	Morris	Brit.	str.	822	Oct. 12	Kuen Fat Hong
Tai Lee	3	Schuld	Ger.	str.	828	Oct. 16	Meyer & Co.
Tinian	5	Allison	Brit.	str.	1408	Oct. 16	Butterfield & Swire
Yangtze	5	Donnington	Ger.	str.	814	Oct. 16	Siemens & Co.
Sailing Vessels							
Adolph	5	Westgaard	Ger.	bq.	867	Sept. 10	Arnhold, Karberg & Co.
Australia	5	Harris	Ger.	bq.	804	July 16	Master
Cathrine	4	Hanson	Dan.	bq.	251	Sept. 26	Siemens & Co.
Charger	5	Goodell	Amer.	bq.	1379	June 28	Russell & Co.
Comet	5	Krippner	Ger.	bq.	1083	July 21	Calowitz & Co.
Conqueror	5	Lothrop	Amer.	bq.	1540	June 16	Master
Farmington	5	Hodge	Brit.	bq.	508	Sept. 29	Adamson, Bell & Co.
Harvest Queen	5	Forryth	Brit.	bq.	200	Aug. 16	Russell & Co.
Kitty	5	Wilson	Brit.	bq.	802	Aug. 30	Calowitz & Co.
Mabel	8	Sauv	Amer.	bq.	750	Sept. 19	Kuenter Bruckmann & Co.
Manabout	5	Ferguson	Brit.	bq.	1497	Sept. 16	Adamson, Bell & Co.
Nellie M. Slade	5	Talvair	Amer.	bq.	535	Oct. 1	Order
Occidental	3	Taylor	Amer.	bq.	1500	Sept. 28	Kuenter Bruckmann & Co.
Panama	5	Lothrop	Brit.	bq.	729	Oct. 12	Gibbs, Livingston & Co.
Robert S. Howard	5	Spalding	Amer.	bq.	1286	Aug. 30	Siemens & Co.
Sea Witch	8	Zibbets	Amer.	bq.	1289	July 24	Calowitz & Co.
Stella	8	Ritch	Amer.	bq.	475	Sept. 23	Order
Wandering Jew	5	Nichols	Amer.	bq.	1650	Sept. 30	Order
W. H. Conner	5	Buison	Amer.	bq.	1433	Sept. 24	Butterfield & Swire

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Yokohama
Albatross	gunboat 2nd class	455	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Comet	gunboat 1st class	2380	10	2420	Captain Wm. H. Henderson	Yokohama
Coriolis	gunboat 3rd class	363	3	340	Captain H. T. Greenfell	Yokohama
Sak	g-b, 3rd class coast defence	465	4	470	Lieut.-Com. Reginald Y. Smith	In reserve
Sapor	gunboat 2nd class	455	4	470	Lieut.-Com. Denison	Shanghai
Scholar	gunboat 2nd class	455	4	480	Captain Robt. W. Craige	Shanghai
Sphinx	gunboat 2nd class	455	4	480	Captain William H. May	Yokohama
Sphinx	gunboat 2nd class	455	4	480	Captain Burges Watson	Yokohama
Sphinx	gunboat 2nd class	455	4	480	Commander Bayly	Yokohama
Sphinx	gunboat 2nd class	455	4	480	Lieut.-Com. H. Yonge	Yokohama
Sphinx	gunboat 2nd class	455	4	480	Commander J. H. Martin	Shanghai
Sphinx	gunboat 2nd class	455	4	480	Captain Hy. J. Carr	Hongkong
Sphinx	gunboat 2nd class	455	4	480	Commander R. W. White	Singapore
Sphinx	gunboat 2nd class	455	4	480	Capt. The Hon. F. O. Vereker	Yokohama
Sphinx	gunboat 2nd class	455	4	480	Lieut.-Com. W. Mastell, Donnell	On a cruise
Sphinx	gunboat 2nd class	455	4	480	Captain T. P. V. Nesham	North
Sphinx	gunboat 2nd class	455	4	480	Captain Hall	Shanghai
Sphinx	gunboat 2nd class	455	4	480	Com. The Hon. Richard Bingham	Nagasaki
Sphinx	gunboat 2nd class	455	4	480		Hongkong
Sphinx	gunboat 2nd class	455	4	480		Yokohama
Sphinx	gunboat 2nd class	455	4	480		In reserve
Sphinx	gunboat 2nd class	455	4	480		In reserve
Sphinx	gunboat 2nd class	455	4	480		Hongkong
Sphinx	gunboat 2nd class	455	4	480		Yokohama
Sphinx	gunboat 2nd class	455	4	480		Hongkong